



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2204774
Applicant Name: Senior Center of West Seattle
Address of Proposal: 4217 SW Oregon Street

SUMMARY OF PROPOSED ACTION

Master Use Permit to construct an addition to a community center (Senior Center of West Seattle). Project includes major renovation of existing space, an increase in retail use at street level and relocation of a portion of required parking to an off-site surface parking area.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

 ☒ DNS with conditions

 ☐ DNS involving non-exempt grading,
 or demolition, or another agency with jurisdiction.

BACKGROUND DATA

Site Description

The proposal site is located on the southeast corner of SW Oregon Street and California Avenue SW, in the heart of the West Seattle Junction District. Southwest Alaska Street is one block to the south. The site is currently developed with an existing two-story community (senior) center and an asphalt surface parking lot between the structure and an improved alley to the east. The site is relatively flat at the front on California Avenue SW, with a minor slope over the parking area of approximately 7% up to the NE corner, where the proposed addition will be constructed.

Development in the Vicinity

The property is zoned NC3-85 (Neighborhood Commercial 3), with a P2 (Pedestrian 2) designation extending south along both sides of California Avenue SW to SW Edmunds Street, and east along the south half of SW Oregon Street to the alley behind the subject site. The site is located within the West Seattle Junction Hub Urban Village. Surrounding properties are zoned Neighborhood Commercial 3 or 2, with height limits of 40, 65, or 85 feet; moving into Multi-Family, then Single Family Residential zoning north of SW Oregon Street to the west of California and to the east of 41st Avenue SW.

The properties across from the subject site on California Avenue SW and SW Oregon Street are developed with a mix of commercial uses, primarily retail and personal services in nature. There is a single family structure across the alley to the east, with a large commercial neighborhood-supported parking lot south of the residence.

Proposal Description

The applicant proposes to add 4,150 sq. ft. to an existing 10,135 sq. ft. community center (Senior Center of West Seattle), resulting in a total of 14,285 sq. ft. The existing structure is 2 stories over the front half of the site, with a one-story, 30 foot wide portion projecting 37 feet along the north property line towards the alley to the east. The balance of the site is surface parking for nine vehicles. The proposed addition would fill in the 1665 square foot area to the south of the projection and cover both with a second floor. Four parking spaces will remain on site, with 11 additional spaces provided by covenant off-site. Work to the existing structure will include 60% interior alteration, 100% electrical system upgrade, 50% air handling system upgrade, plumbing and waste extensions as needed, exterior refinishing and seismic improvements.

At street level along California Avenue SW there is a thrift shop, leased retail space, and a wellness center which provide the minimum 80% of required street level uses for the Pedestrian Zone. A Senior Center conference area on the corner fronts on California Avenue SW as well as SW Oregon Street. Remaining street level uses on SW Oregon Street include a small hair salon and the Center's entry lobby, stairs and elevator, and meeting rooms. This frontage does not meet the use requirements for a P Zone, and as an existing nonconforming situation would be allowed to continue. However, relocation of some community center space and a 564 square foot increase in retail use included in the project would improve conformity from 21% to 61%; and to 100% on California Avenue SW.

Public Comments

The public comment period for this project ended on July 23, 2003. No written comments were submitted.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated June 19, 2003, and annotated by the Department on October 13, 2003. The information in the checklist, project plans, and supplemental information submitted by the applicant regarding construction staging/parking impacts and parking lot lighting, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities conflict with normal pedestrian movement adjacent to the site; increased soil erosion from excavation on site; increased traffic and demand for parking from construction equipment and personnel; and increased construction noise. Due to the temporary nature and limited scope of these impacts, they are not considered significant but warrant additional discussion and may require mitigation.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city. Compliance with these applicable codes and ordinances will, with the exception of air quality, reduce or eliminate most short-term impacts and therefore no further mitigation is required.

Air Quality – During construction, dust associated with the excavation and grading could contribute to concentrations of suspended particulate matter. The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) during demolition. However, there is no permit process to ensure that PSCAA will be notified of the proposed demolition. A condition will be included pursuant to SEPA authority under SMC 25.05.675, which requires that a copy of the

PSCAA permit, if required, be submitted to DPD before issuance of the demolition permit. This will assure proper handling and disposal of asbestos if it is encountered on the proposal site.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including increased parking demand and traffic, increased lighting, increased bulk and scale on the site, and impacts of expansion of an existing building on a scenic route. These impacts are not considered significant, however further discussion and mitigation may be warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically, the Land Use Code which controls site coverage, setbacks, building height, light and glare, and use; and contains other development and use regulations to assure compatible development. Compliance with the Land Use Code and other ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, further discussion of some of the impacts is warranted.

Scenic Routes - California Avenue SW is classified as a protected “view right-of-way” because of Mount Rainier views to the south. The location of the subject structure, although fronting on California Avenue SW, does not allow views of the mountain; and the proposed addition is behind the existing structure, away from California Avenue SW, with no increase in current height. There is no view obstruction; therefore, no mitigation is required.

Parking – As a result of the proposed addition, parking provided on site will be reduced from 9 to 4 stalls. However, an additional 11 spaces are to be provided off site through a covenant parking arrangement with The Fraternal Order of Eagles, approximately 1/2 block (400 feet) north, at 4427 42nd Avenue SW. The total number of parking stalls required by the Land Use Code (Sec.23.54.015) for the completed project is 30 spaces. An existing legal parking deficit of 18 spaces reduces that requirement to 12; therefore, the 15 spaces provided exceed the required parking by 3 stalls.

Studies by the Applicant indicate that the parking demand should increase by approximately 30% over the first few years after the addition and remodel. Current Membership is at 1000 members. Attendance at any one activity at any time during the day and on any day of the week varies from small groups (14 – 25) to medium (30 – 52) and 3 monthly evening events with up to 99 people. The members travel to the Center by various means: automobile, including driving and being dropped off (69%), pedestrian (5%), Metro bus (25%), and King County Access Van (1%). It is anticipated that the “means of travel” percentages will not change much with the increase in membership. Availability of public transportation (Metro buses and Access vans) is more than adequate to meet the post-project need. In addition to required parking provided on site and by covenant, and parking on the street, there is a community-supported, free, 100+ stall surface parking lot just to the east and a bit south across the alley on 42nd Avenue SW. The site is within walking distance of many multifamily and single family residences. It is also located within an Urban Village Hub and along several main bus lines. Due to these factors, it is reasonable to assume that the parking demand will be accommodated and no further mitigation is required. .

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS - SEPA

Prior to Issuance of the Building Permit

1. Submit a copy of the PSCAA permit, if required, to the Land Use Planner assigned to this project.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. The hours of construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and between the hours of 9:00 a.m. and 6:00 p.m. Saturday (except that grading, delivery and pouring of cement and similar noisy activities shall be prohibited on Saturday). This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.

Signature: (signature on file) Date: March 15, 2004
Dawn E. Bern, Land Use Planner
Department of Planning and Development
Land Use Services